

Ministry of  
Transportation and  
Communications

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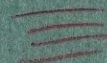


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# urban transportation



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A BACKGROUND PAPER  
ON  
URBAN TRANSPORTATION

OCTOBER, 1973



As the theme of this conference is management of growth, this paper will endeavor to show that the Provincial role with respect to transportation services integrates well with and complements the municipal transportation services in Ontario.

### Municipal Planning

It is obvious that land use and transportation services are so inter-related that decisions in one area, such as change in land use, effect the transportation system. It is also true that changes to transportation systems and services have an effect on land use. Therefore, these two matters must be considered together as part of the strategy for growth, along with the distribution of employment opportunities and housing.

For these reasons, the Ministry of Transportation and Communications is very much involved in assisting municipalities with the development of Official Plans. Particular emphasis is now being given to the new regional municipalities in Ontario. Each Official Plan has a transportation planning component. Each alternative land use concept must have a transportation system that is compatible with the densities and distribution of population and employment considered in the concept.



Normally, there are several concepts, each with a proposed transportation system, that are put forward for the consideration of Regional Council. Working committees at the staff level have both provincial and municipal representatives to ensure that the planning process is cooperative and that the objectives of both the province and the municipalities are given proper recognition. Occasionally there has been some federal involvement on working committees, where major land holdings are under the jurisdiction and control of a federal agency, or where a railway company is affected that is regulated by the Canadian Transportation Commission.

### Roads

Roads play a very important part in the development of the province. Ontario has a well developed provincial system of highways and has a continuing program of reviewing classifications of highways to ensure that the provincial plans are coordinated with the growth and development of communities across the province.

Ontario also provides substantial financial assistance to municipalities for the construction and maintenance of roads. This is only one of the many programs of sharing provincial revenues with the municipalities.

### Ontario's Air Services

Ontario has established and is expanding a third level air service, serving the communities of Northern Ontario. This is known as nor-Ontair.





Recently an agreement was reached with Air Canada to integrate the schedules of Air Canada flights and nor-Ontair to provide much improved services between communities in Northern Ontario and connections to the southern part of the province.

### Urban Transportation Policy

Last Fall, Premier Davis announced an "Urban Transportation Policy for Ontario". This policy brought new emphasis to public transportation systems. These systems must accommodate growth without the serious environmental problems that were developing with the continued expansion of roads and the use of private automobiles. This program, therefore, recognizes the need for community wide transportation systems, which will provide the maximum service and convenience with the least disruption to community life. The new policy expands the cooperation with the appropriate municipal authorities in the development of alternative transportation facilities to meet the local needs. This program also means a commitment of substantial resources for research and development of a new urban transportation system, known as "GO-Urban", as well as greater financial assistance to municipalities.

The six point program includes the following:-

- (1) Subsidies of 75% for the purchase by municipalities of buses, streetcars, and trolley buses, and related facilities.



- (2) The development, at the provincial expense, of a prototype and operating demonstration of a new form of intermediate capacity transit system, together with a subsidy program of 75% to assist municipalities in applying the system to meet their needs.
- (3) Subsidies for programs to alter demands for transportation at peak times, such as the encouragement of flexible working hours to spread peak loads in major cities.
- (4) Subsidies of 50% to urban areas for upgrading and expanding computer controlled traffic signal systems.
- (5) Continuation and expansion of studies in cooperation with municipalities in order to maximize the use of existing roadways, through the study of such means as one-way streets, delivery and parking policies.
- (6) An intensification of provincial efforts and resources devoted to the coordination of transportation planning among municipalities in Ontario.

You will note that all of the points in this program are directly related to the management of growth.

#### Demonstration Projects

Along with the new policy for urban transportation, Ontario has been very active in demonstration projects that test the public acceptance of many ideas and developments in transportation. Examples of these are GO transit, the GO trains and the Dial-a-Bus. The GO transit concept is



a combination of commuter rail service and integrated buses. This offers commuters an attractive alternative to private cars on crowded roadways. This was also an experiment in using existing rail lines for commuter services.

The GO train is a good example of the dual agency approach with the rail service being operated by the CNR on behalf of the Government of Ontario. The first service was along the highly populated lakeshore area, east and west of Toronto. A new service will be started very soon to the northwest of the Metropolitan Toronto area.

#### Dial-a-Bus

The Dial-A-Bus concept was launched just over three years ago as a feeder service for the GO train east of Toronto. The success of this demonstration has brought continued interest and some communities, such as Stratford, Kingston, Bramalea and Ottawa, have adopted this concept as part of their public transportation system.

This Fall, new large scale Dial-a-Bus demonstration projects will be started in the north part of Metropolitan Toronto. The project will complement existing fixed route services, by providing access to subway and regular bus routes for people living in the low density suburban areas. In off-peak periods, the system as proposed, will be tested as a local transit service centered on some local attractions, such as shopping complex.



The demonstration will also provide an opportunity to study the possibilities of Dial-a-Bus transit service for special groups in the community, such as the physically handicapped.

This project will use a fleet of medium capacity radio equipped buses, and various types of vehicles will also be tested to determine the best combination of design and power units.

The Ministry of Transportation and Communications encourages municipalities to undertake studies of their public transportation systems and provides some technical and financial support for reviewing routes, schedules, passenger volumes, costs and revenues, as well as, marketing, management, maintenance and other considerations in developing a good transportation service for the community.

#### GO Urban

For the larger urban areas, Ontario is developing a prototype of an operational intermediate capacity transit system. This system is known as GO-Urban.

The intermediate capacity system has a capacity between that of a subway and the conventional buses. The GO-Urban concept is primarily an elevated system that is separated from roadways and pedestrians. It will be completely automated and will incorporate new design features such as magnetic levitation, linear induction motors, and a computer control guidance system, so that the vehicles will be driverless. The demonstration project that is now under construction will be tested under





variable operating situations and different weather conditions in all seasons. Among the future benefits will be the encouragement and stimulation of the Canadian transit manufacturing industry.

This program also includes, establishment of a Special Act company to initiate and coordinate the new GO-Urban project and other transportation improvements and developments. The company is called the Ontario Urban Transportation Development Corporation. In addition to the GO-Urban, the Corporation will acquire rights for other developments to meet public transit needs, both in Canada and abroad. The new Corporation will seek improved systems engineering and products of reliability and durability through research, design and development. It will also make a major effort to sell the intermediate capacity transit system throughout Ontario and Canada, as well as in other countries.

This new venture obviously has major consequences in Ontario and other parts of Canada. Major investments will be required in the larger municipalities that wish to adopt the system. When the development program was announced, the Federal Government was invited to participate in planning, developing and financing the required system. Discussions with appropriate agencies will continue in this regard.



### Cooperative Planning with Federal Agencies

The Province of Ontario invites the Federal Government to clarify its position in areas of responsibility that have traditionally been Federal and where the authority remains at that level. This specifically refers to areas involving railways. Commuter rail services are needed in some of the large urban centres and some better means must be developed for cooperative planning so that the necessary long-term commitments can be made at an early stage and allow sufficient time for detailing the most appropriate use of lands and servicing requirements that normally are municipal responsibility.

Just over one year ago the Minister of State for Urban Affairs announced proposed new legislation for the relocation of railways and increased federal grants under the Railway Grade Crossing Fund. Many projects have been delayed as there has been no legislation forthcoming. This matter should be resolved and uniform criteria established so that municipalities across the country can be treated equitably.

### Summary

The province and municipalities cannot react favourably to federal initiatives that are ad hoc and inconsistent with planning policies which have been adopted after long expensive studies and public discussions on the management and direction of growth. These policies must be respected regardless of the ownership of land. The Federal Government,



its agencies and the railways should not act independently without thoroughly assessing the impacts in cooperation with the provincial and municipal governments. The costs and benefits of a project may be quite different when the public costs at all levels of government are added together.

Although there has been some improvement in liaison in recent years, there are still occasions when announcements of major federal projects have had substantial impacts and cost implications to other levels of government. We must all promote understanding and cooperation so that the public receives the best quality of environment possible.





